

# APACHE TRAIL SUFFERING FOR LACK OF ATTENTION

## Beautiful Scenery on Old Apache Trail



The picture above is just one of the many scenic spots on the wonderful 30 mile stretch from Superstition to Roosevelt. There are four distinct mountain ranges in the background, but owing to a haze, the camera failed to catch them. Although it can be noted from the picture that the roads are very rough, it is the surface only which needs attention. A scraper properly applied would put them in

good shape again. In spite of the poor road conditions traffic is heavy over the trail. In the foreground is seen a Post War Maxwell used on the scouting trip to investigate the real condition of the trail. A 1920 Chalmers owned by C. Verdugo who has a ranch at Tortilla Flats, was also on hand for the affair. Verdugo is an old time resident of this section of the country and is road supervisor for that district. The

Roosevelt highway, or as it is still better known, the Apache Trail is one of the most popular roads in Arizona in spite of its roughness. While the Post War Maxwell was out taking pictures as many as 25 tourist parties were met. They were all loud in their condemnation of allowing the road to deteriorate and predicted that once it had been repaired there would be a great influx of tourists over that route.

## MAXWELL MAKES SCOUTING TOUR OVER THE TRAIL

There are a lot of things wrong with the Apache Trail. Everyone who has ever traveled that historic highway will say there are at least seven million things wrong and each one is a bump of greater or lesser degree. Yet the fact remains that after spending \$2,800,000 on constructing the road from Mesa to Roosevelt, it is going to pieces so fast it makes one dizzy to think about it.

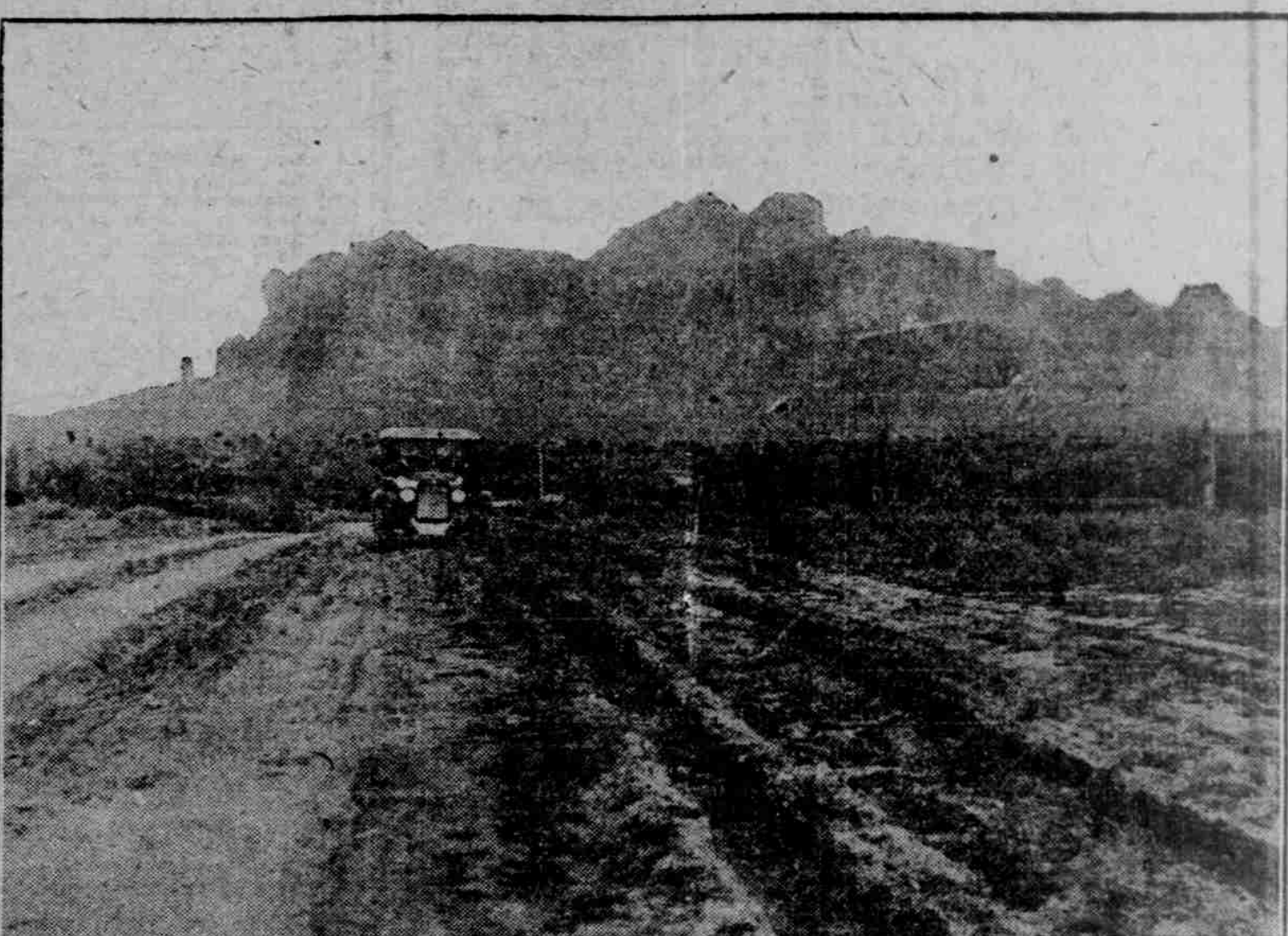
Just by way of getting first-hand information about the trail and to arouse interest in the trip as an ideal tour for some Sunday, The Republican arranged with the R. D. Roper Motor company to send a Post War Maxwell over the road on a sort of scouting tour. The accompanying pictures (and several others) were taken as examples of the kinds of roads and scenery there are to be found in that direction. The car made the trip out and back in one day, going well up on the trail, looking over the worst stretches of road and making itself useful in general.

In the first place the astounding thing about the whole proposition is that it will only take a comparatively few thousand dollars to put the road in first class shape. The roadbed is still good. The government spent enough money on it to make the bed solid and permanent. All it needs is re-surfacing for about twenty miles. The first 35 miles up to the dam is one of the most wonderful rides man can imagine. Scenery without a peer is to be encountered. Of this 35 miles about 15 miles are of such character that little attention is necessary to keep it in wonderful shape. This means that the heavy expenditure—and it is not heavy when one thinks of the original cost—should be placed on about twenty miles of the trail.

Think of it, there is the most beautiful highway in the country, bar none, leading straight east from Mesa to Superstition.

(Continued on Page Two.)

## Superstition Mountain on the Apache Trail



Superstition Mountain on the Apache Trail just as it enters the mountains is one of the most picturesque spots along that highway rich in beautiful pictures. The past dim history woven about the people who have lived in the neighborhood of Superstition is full of wonderful and interesting episodes. It stands as a sentinel at the start of the Superstition range, perhaps the most highly mineralized belt of hills in Arizona, and above everything else it is known from far and near as the sentinel standing at the entrance of the Apache Trail into the mountains. It is at the foot of Superstition that the trail leaves the desert and starts its climb into the mountains. Superstition stands in the

midst of a wonderfully beautiful country, but it takes a motorist with the hardihood of a pioneer to get to it. The road across the desert is like the major portion of the trail, in very poor shape. At the present time agitation has been started to improve the road, and it is expected that some action will be obtained within a short time.

## FAMOUS "999" RACING CAR OF LONG AGO BROUGHT BACK TO LIFE AGAIN

SAN FRANCISCO, April 10.—An exhibit of unusual interest at the recent automobile show here was the once famous "999" racing car, the champion of the world nearly 20 years ago. The first car to cover a circular track mile in less than a minute.

This car was really the first Ford, being designed and built in 1902 by Henry Ford and Harold Wills. Ford secured Barney Oldfield, then a professional cyclist, to drive the car.

On the foundation laid by the 1902 and 1904 campaign of this car, both men rose to fame and fortune. Mr. Ford founded the Ford Motor company and became the world's motor king. Mr. Oldfield became similarly supreme in the field of motor speed and is now also a manufacturer, being president of the Oldfield Tire company with an annual output worth many millions.

When the Ford-Oldfield partnership was dissolved, in 1905, the old speed chariot drifted to California and lay for many years forgotten in a private garage at Venice. It was discovered and bought by W. L. Hushon, San Francisco sportsman and motor car merchant, who placed it in running order and is using it as a medium of publicity.

As an example of early design, the "999" is unquestionably an interesting exhibit. It has no crankcase, no magnet, no carburetor, no transmission and no differential. Its four immense cylinders dwarf those of modern cars. But it is as fast as ever and, on a straightaway would be able to give an excellent account of itself from one to five miles, against even the light, handsome speedsters of the present day.

## GOODYEAR ATHLETES WIN BIG TRACK MEET

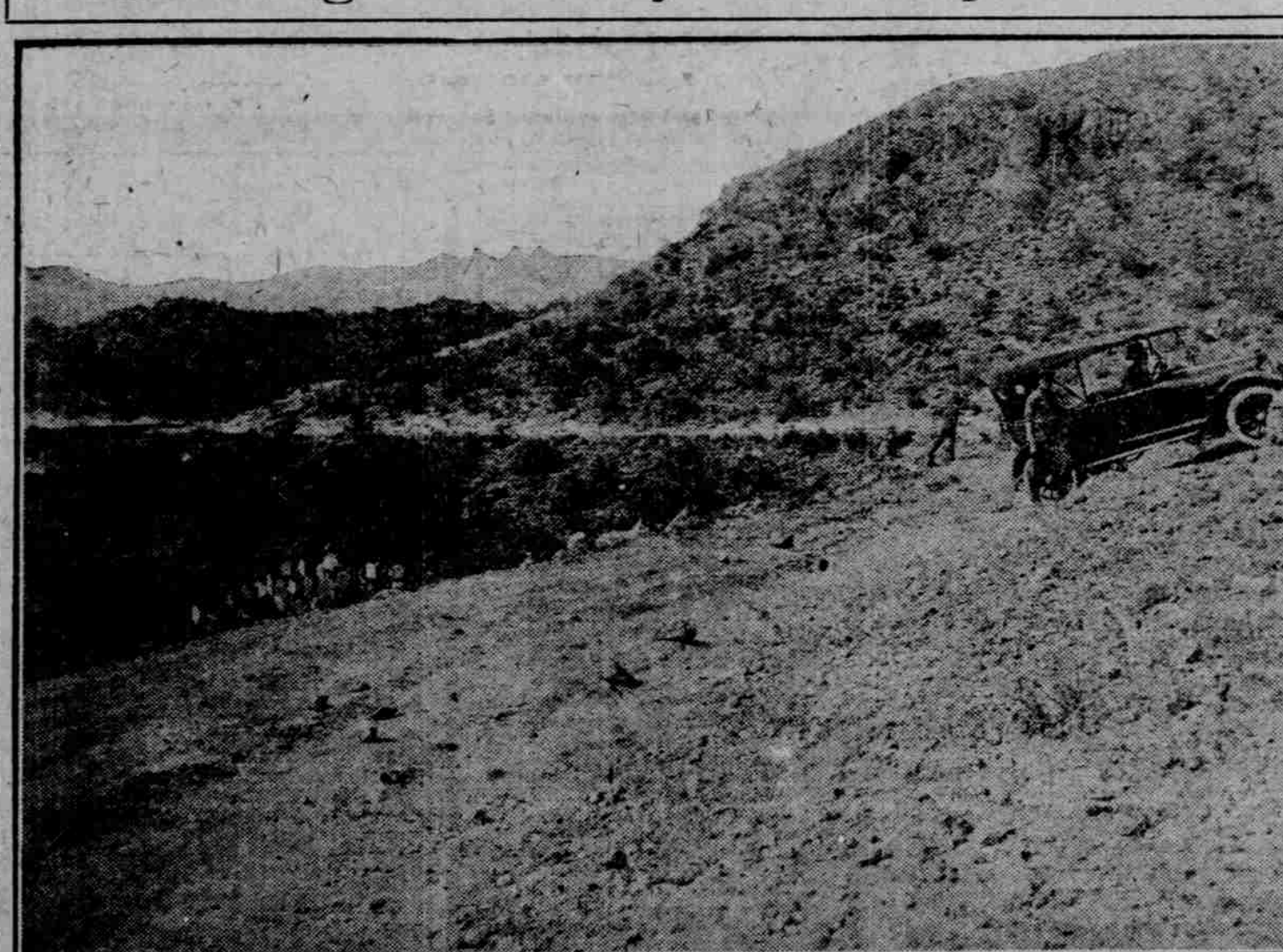
In a big triangular track and field meet just held at Akron, Ohio, in which representatives of the largest rubber companies competed, the athletes of the Goodyear Tire & Rubber company have triumphed over their rivals by winning 49 points, Goodrich ranking second with 34 points and Firestone third with 15. The Goodyear athletes won 5 firsts, 5 seconds and 5 thirds, excelling in the 50-yard dash, standing broad jump, two-mile run, running high jump and 50-yard hurdles.

Field meets of this kind have now become a regular part of the athletic activities of the big Akron rubber companies, and it is expected that when the Goodyear athletic field is established in Los Angeles, adjoining the factory at Anacost Park, field meets will be held in which athletes from the various Goodyear plants will compete, including the cotton mills at Goodyear, Conn., the cotton plantations at Phoenix, Ariz., the factory at Akron, Ohio, and the factory at Los Angeles.

### WHERE HE KEPT HIS TREASURE

"Smith is very proud of his looks, isn't he?" said Brown.  
"Yes," agreed Jones. "He has more gold in his teeth than he has in the bank."—Edinburgh Scotsman.

## Illustrating How They Pass on Apache Trail



Although there are many bad places on the Apache Trail, there are few places where two cars cannot pass in safety. Yet occasionally a powerful low gear comes in handy. In the above picture the Post War Maxwell, which was used to make the scouting trip was forced to pull almost straight up the

bank to allow a stage to pass. It was at first decided when the two cars met on the turn for one of them to back up, but the Maxwell solved the riddle by simply climbing the hill. The powerful low gear of the Maxwell came in handy many times on the trip. This picture shows typical road conditions along the

trail. The expensive part of building the trail, namely the foundation, has been permanently installed by the government, and all that is necessary to do is re-surface. There is an abundance of caliche at hand in every direction to furnish an excellent covering for the roadbed.

## WIRE ANNOUNCES REMARKABLE FEAT OF FEDERAL TRUCK

The record of one of the most remarkable feats performed by a motor truck in Arizona has just reached Phoenix in a telegram received by George H. Reuben company from J. A. Pinyan of the American Ores and Asbestos company of Globe, Ariz. The company is operating three Federal trucks out of Globe, running to a mine 13 miles from Roosevelt. The truck in question is the first one bought by the company, and has been in use for some time.

The truck in question is a one and one-half ton model, and has been making the trip to Roosevelt from Globe carrying on an average of 4,000 pounds. On this particular trip it carried 6,150 pounds or a 190 per cent overload, to Roosevelt, was then ferried across one km of the lake, and made a 100-mile haul over an 18 per cent grade to the mine.

The Federal has been making the trip up the 13-mile grade carrying its 4,000 pounds of freight without any trouble, but when the extra 2,000 pounds were piled on it was thought there would be trouble before the destination was reached. The officials of the company watched the trip with the closest anxiety, and when the Federal finally reached there they were so happy over the outcome that they immediately wired Reuben of the feat. The trip up the way was made in 19 hours, actual time.

So satisfactory has been the performance of the Federal that the company is planning to add several more to their fleet in operation between Globe and their mine.

## JOHN P. COATES TIRE HOUSE TO FEATURE HOODS

The John P. Coates Tire house is rapidly nearing completion. Associated with Mr. Coates in this organization are our other old timers, Cal Messner and Frank Headlee, sales manager for Mr. Messner for several years.

The entire corner building at Central and Van Buren has been reconstructed for the purpose and when finished will be the largest and most completely equipped tire service house in the state, if not in the entire southwest. One of the big features of the Coates Tire house is its indoor service plan. Here one drives right into the store through its Central avenue entrance, out of the heat or rain as the case may be, into the shade or onto a dry floor, and is perfectly comfortable while one's needs are being cared for. That Phoenix has been in need of just such a service as this is Mr. Coates' opinion.

When plans for this original store were completed a very important decision with respect to a worthy tire had to be made. With some dozens of makes to choose from this was no easy task, but a study of the elements and methods used by the various manufacturers resulted in the selection of Hood tires as the line they could recommend and feature for the Coates Tire house.

In both the El Paso-Phoenix road race held last November and local track races staged here last February regular Hood stock cords came through without a murmur. Cal Messner's entries, the Hudson and Essex that between them won every event in local races were both equipped with Hood stock cords and every one who saw these races knows they were no losing contests as was evidenced by both the records they hung up and the number of tires changed. Though not special racing tires the Hood Expansion cords made a perfect score and are still in service. In the El Paso race the Dodge piloted by Armstrong held first place against the field to Tucson where it broke its frame. After repairs it came on to Phoenix won the 26-mile event against the field. It was equipped with Hood stock cords, and returned to El Paso on the original side—a perfect score.

Inquiry into government reports show Hood tires to be more than 30 per cent above the highest specifications done for war service, and on the "other side" endless trains of ambulances depended on Hood tires to safely transport their human burdens. At this time the factory goes, service is largely equipped with Hood tires. This is the fourth consecutive year that these tires have been on the preferential list of the postoffice department.

These and other tests proved the superiority of Hood tires for Arizona road conditions and was therefore selected by the Coates Tire house as a tire they could conscientiously recommend. Hood tires are also being featured by Cal Messner in his new Hudson and Essex salesrooms, corner of Fourth and Adams.

### PLAYING SAFE

Percy Noodles says that when he asked the capitalist daughter if she thought it would kill her to give him a word of encouragement, she said she didn't, but there was no use taking a foolish risk.—Dallas News.

Efforts to check profiteering have resulted in 1,046 prosecutions, reports the department of justice.

## YELLOWSTONE AND THE GRAND CANYON AUTOMOBILING—NO. 2

### CALL THE MOTORIST FROM THE SOUTH

LOS ANGELES, April 10.—The northward trend of the motorist who has vacationed along the sunny shores of southern California has begun. Those who came here for the winter are steadily leaving for the cooler north.

The goal for a large number of the departing tourists is the Yellowstone Park, a comfortable, pleasing trip of about 1000 miles. On the way, a short detour into Arizona to view the Grand Canyon, and the motorist has taken in one of the most memorable tours he can find in this country.

What adds to the pleasantness of it all, is that no unusual preparations for the unexpected need be made. The road is wonderful all the way up, even through the desert of southern California and Arizona and the ridge country of Utah and Idaho. Signs at all necessary points along the route are a great aid and service stations are encountered throughout the journey.

Leaving Los Angeles, the motorist goes east along a smooth-paved boulevard, twisting a winding trail through the Cajon Pass to the Mojave desert, which now is a desert in name only. Extra water may be carried for the desert crossing, but many have crossed without the extra supply.

On goes the motorist, in a general easterly direction, along the National Old Trails, passing Barstow 140 miles from Los Angeles, and on to Bismarck, some turn north who do not care to go farther east to the Grand Canyon. To see this marvel of nature means a detour of 228 miles along the National Old Trails to Williams, and 62 miles northward to the Colorado.



At this and take the Arrowhead trail toward Las Vegas. The road is in the best condition it has been for years. There are no grades to speak of. From Las Vegas to Salt Lake City the road is fair. Slight grades will be encountered. Farther north through Ogden and Pocatello the roads are fair in dry weather. The same road brings the tourist to the main entrance of Yellowstone Park, which itself is abundant with beautiful, well-kept roads.

During the first half of 1919, there were 28 lynchings in the United States. This shows a decrease of four lynchings from the number during the same period of 1918.

## GOODYEAR COMPANY TO INSTALL MILLS TO WEAVE COTTON

A feature of the establishment of the big enterprise of the Goodyear Tire & Rubber Company of California, at Los Angeles, that has added greatly to the welcome of that company to the Pacific coast, is the strong competition it offers to Japanese buyers that they now control the fish and produce markets. The erection of a giant cotton mill in Los Angeles, employing 1,500 workmen, to convert California cotton into fabric suitable for tire manufacture, the entry of Goodyear into the cotton lands of the Imperial valley as buyers of long staple cotton to be used in manufacturing a home product, in direct competition with Japanese buyers, whose aim is to drain the coast of its cotton to be used in manufacturing Japanese goods, have made this company most welcome in the west.

With the wonderful financial resources of the big tire company and the experience of its cotton-growing and cotton-buying experts, there is a feeling among westerners that the Goodyear company will play a large part in saving

## POST COMPANY PUTS IN PUMPING ENGINES

The Edwin R. Post Company who are developing a land project near Tucson are installing a number of engines direct connected to generators for power purposes.

The engines are the Western Diesel engines, manufactured by the Western Machinery company who also are furnishing the generators and other equipment included in this installation.

### "TRADE SECRETS" FOR WOMEN ONLY

NEW YORK—In a suit involving "trade secrets," Mrs. Sara Rosedale, New York, testified that New York women are better dressed "outwardly" than any others in America, but that women of Boston are "best dressed"—in general.

### "HE MADE ME BARK LIKE DOG," WIFE SAYS

CHICAGO—Mrs. Zetta Fox told the court her husband threatened her with a butcher knife and made her get under a table and bark like a dog.

## GOODYEAR COMPANY INSPECTING TIRES WITH NEW MACHINE

The Goodyear Tire & Rubber company has just installed at their local branch on North Central avenue an up-to-date tire inspection machine.

The tire is placed in this machine on two rollers, and by means of two arms controlled by a foot pedal, is spread open at the beads making it possible to detect any hidden injury to the inside of the casing.

This machine is electrically equipped with a 75-watt nitrogen lamp arranged in such a manner as to throw its light directly on the inside of the casing. The installation of this machine enables the inspector to detect the various injuries which turn up in tires, showing the customer how the proper care of his tires will invariably result in greater mileage.

This is only one of the many ways in which Goodyear is cooperating with the consumer in tire conservation.

The total value of all crops in the 11 southern states in 1919 was about five and one-third billion dollars, as compared with one and one-half billion in 1909.